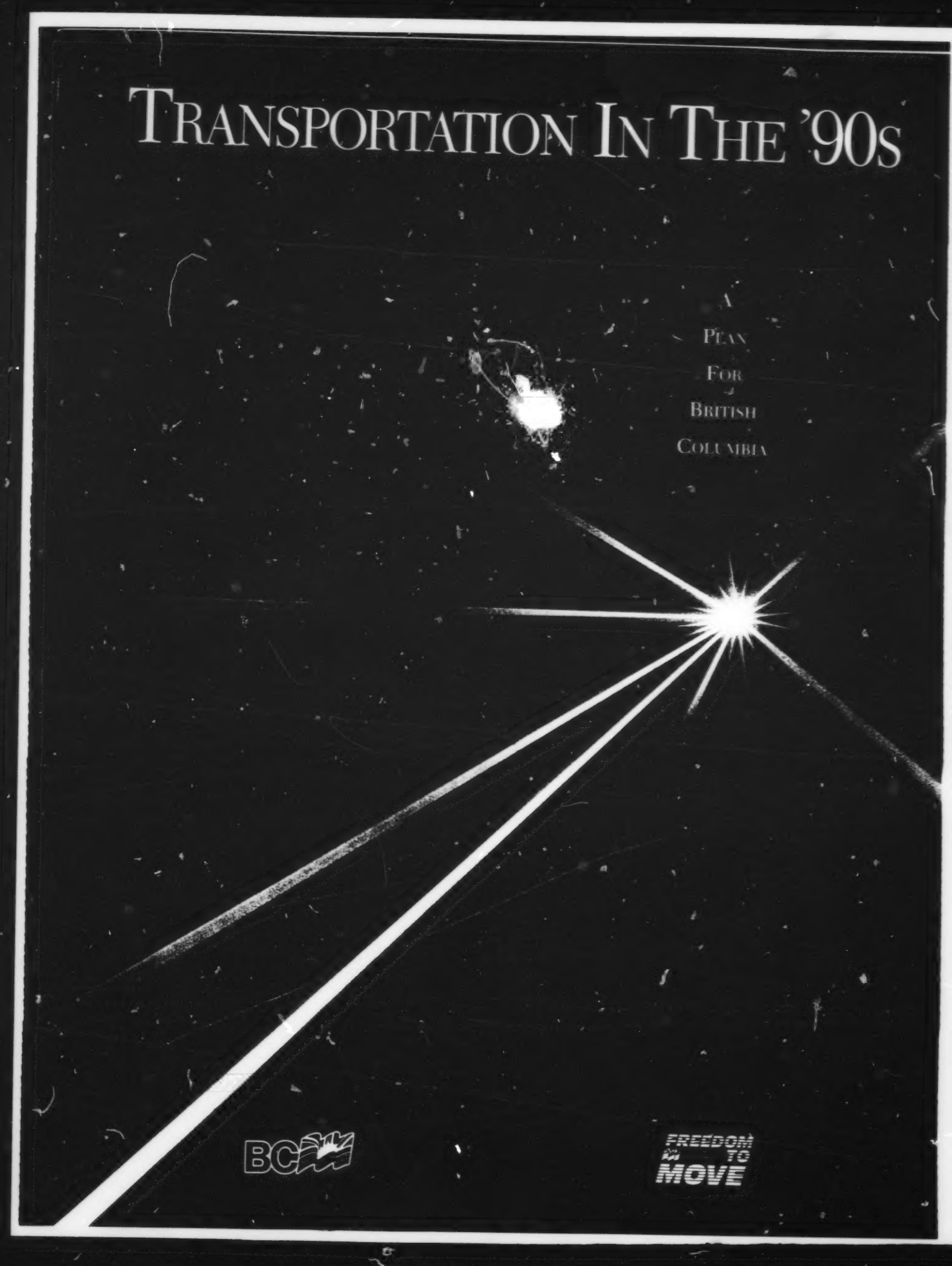
TRANSPORTATION IN THE '90s

A PLAN FOR BRITISH COLUMBIA



BC

FREEDOM TO MOVE

93-01501/

As our province enters the '90s, we are facing unprecedented growth. The population is increasing. The economy is expanding and diversifying. The number of visitors to our province, on business and for pleasure, is swelling. Such growth can bring prosperity. But it also brings demands, heavy demands, particularly on our transportation systems. These ever-growing numbers of people and of goods share a common need... they need Freedom to Move.

BRITISH COLUMBIA IS ON THE MOVE

To Deal Efficiently And Effectively With What Lies Ahead

We Need A Plan

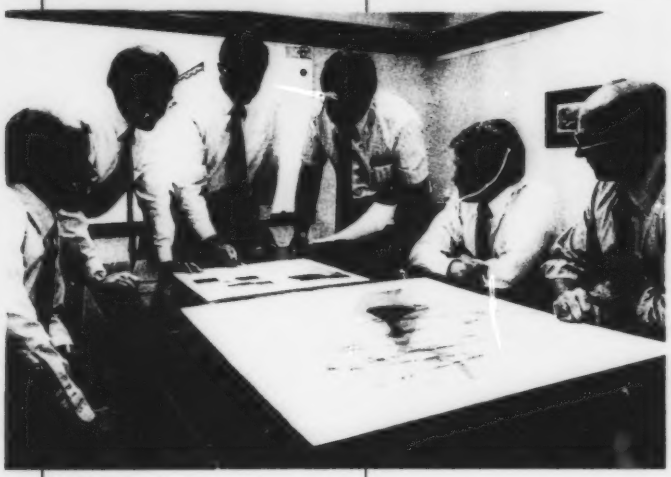
The increasing pressure on our transportation systems comes from two sources – people and goods.

In 1989 the population of British Columbia passed the 3 million mark – and it continues to rise. The majority of these people live in the Lower Mainland. They travel to work. They travel to play.

British Columbians are very conscious of the impact transportation corridors and vehicles have on the environment and on the quality of their lives. They want to have a role to play in the planning of these things.

B.C.'s economy is changing. The manufacturing and service sectors are expanding and so are their particular transportation needs. Increased trade with Asian countries is putting

pressure on air and sea ports, rail and truck routes. Free Trade also promises to lead to more north/south movement of goods. Even the welcome increase in tourism is adding stress to our transportation facilities.



In 1988, government recognized the need for a plan to meet the challenges of the '90s, and prepared an inventory and assessment of the transportation system across the province. In the Fall, eight Transportation Committees were set up – one in each of the Economic Development Regions.

These groups were to report on the short and long term transportation needs in their region, with an indication of the priorities for work proposed for the short term.

Reports from the Committees, together with submissions from the public, carriers and others with an interest in transportation, have been compiled and assessed.

They form the basis for a new Transportation Plan for British Columbia, a plan that recognizes regional priorities and strategies and also provides a blueprint for future action.

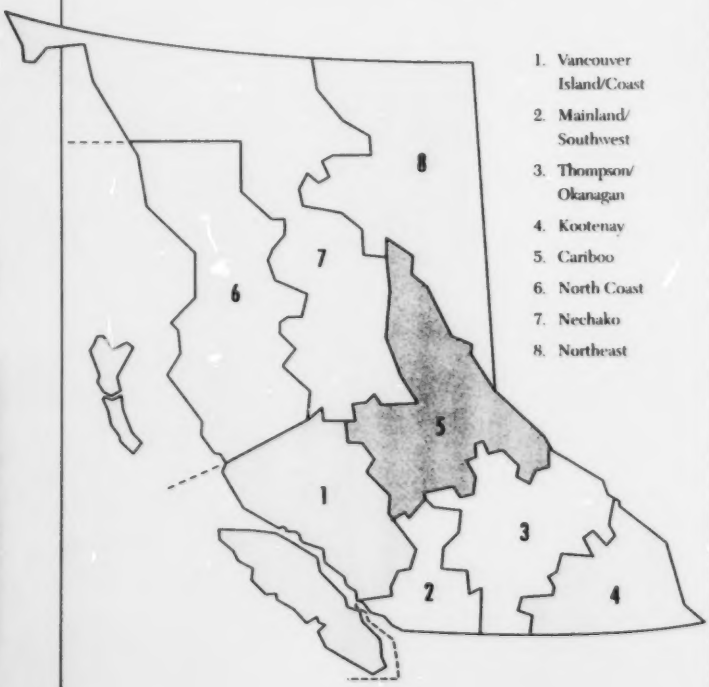
The primary thrust of this plan is to make the most effective use of our existing transportation infrastructure. New projects will focus on how best to move people and goods, not simply vehicles.

In urban areas, especially the Lower Mainland, this will mean a greater integration of transit and highway planning, and a higher priority for projects with the potential to move the greatest numbers of people and goods.

Essential to the success of this strategy is increased and ongoing consultation with Crown agencies, other levels of government, communities and the public.

The success of the plan's first stage indicates a need for the inclusion of the Regional Transportation Committees in an ongoing and effective consultation process.

British Columbia's Development Regions



TRANSPORTATION 90

A Plan For British Columbia

Objective

To provide an integrated, multi-modal transportation system that is safe, reliable and efficient, and meets social, economic and environmental standards.

FREEDOM TO MOVE

BY AIR

AS THE '90s BEGIN

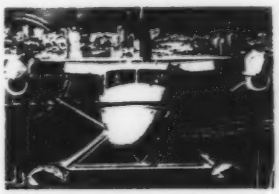
British Columbia has one of the busiest air transportation systems in Canada, with 376 airports, strips and float plane facilities serving over 11 million passengers each year.

Vancouver International Airport is second only to Toronto's Lester B. Pearson International Airport in terms of annual aircraft movements, and serves as a major hub for provincial and Western Canadian traffic.

Our skies are busy, and they will get busier.

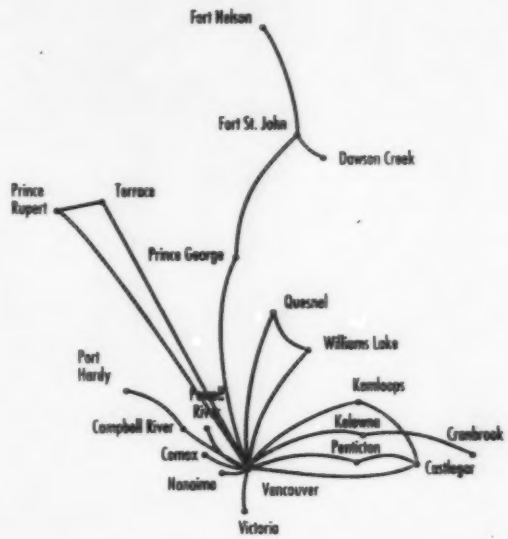
ISSUES

Vancouver International Airport suffers from serious air traffic congestion and some overloaded terminal facilities. It is likely that its management will pass from federal hands to a local airport authority in the near future. In the meantime, there's no long term, approved strategy that will allow current problems to be fully resolved.

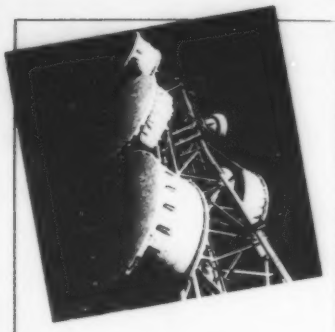


ISSUES

Numerous B.C. communities lack airport facilities needed to achieve their economic growth objectives and to meet emergency and medevac needs.



BRITISH COLUMBIA
SCHEDULED AIR CARRIER NETWORK



ISSUES

Improved systems for providing current flight weather information and better customs facilities have been identified as things that would benefit the entire air transportation industry.

ISSUES

The present hub-and-spoke route network may be efficient from an airline operations viewpoint, but it is not efficient for the travelling public.

ISSUES

Additional floatplane and helicopter landing facilities are needed, especially in the more remote areas of the province.

TRANSPORTATION 90

BLUE PRINT FOR ACTION

The Province will continue to press the federal government for the early construction of a third runway at Vancouver International Airport, for improvements to the provincial air navigation and weather information systems, and for an integrated, long term strategy and development plan for the four Lower Mainland airports.

Working with federal authorities and commercial air carriers, we will seek ways to improve service patterns and flight frequencies throughout the province, and encourage more point-to-point service rather than hub-and-spoke service.

We will plan and provide for improved land access to airports and ensure that policies regarding land use, noise and environmental controls are in place and enforced.

We will support joint marketing efforts for all airports, assist communities in the preparation of business and development plans for their airports, and encourage private sector development of needed improvements.

The Air Transport Assistance Program will be revised to better meet these objectives and funding levels will be increased.

The network of facilities that provides emergency and medevac capacities throughout the province will be examined and deficiencies will be identified for priority resolution and funding.

FREEDOM TO MOVE

BY LAND

HIGHWAYS... AS THE '90S BEGIN

In B.C. there are 47,060 kilometres of provincial highways. 22,000 km are paved, 25,000 are gravelled. Our roads traverse some of the toughest terrain in the country.

There are 2,700 bridges, 165,000 culverts, 104,000 sign posts, and an additional 19,000 km of roads under municipal jurisdiction.

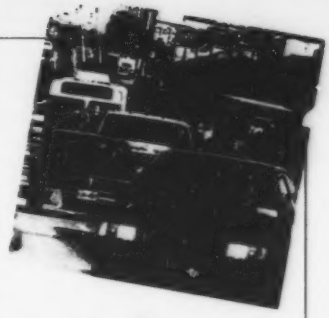
Traffic surveys have shown that although 85% of our roads are still operating at free flow, congestion is a major problem in certain areas – specifically the Lower Mainland, southern Vancouver Island, and in the Thompson-Okanagan area. In the North, while congestion isn't a problem, heavy commercial traffic and severe weather conditions are, and these continue to take their toll.

Over 5,500 km of our roads are part of what should be designated a National Highway System. A recent study by the Roads and Transport Association of Canada has shown that it could cost up to $1.9 billion to bring these roads up to a uniform national standard.

Who uses our roads? In 1988, there were 1.8 million licensed motor vehicles (1.3 million passenger, 472,000 commercial and 15,000 motorcycles).

ISS 1 UES

Important components of the province's trunk highway system need upgrading to meet the demands of economic expansion and population growth.

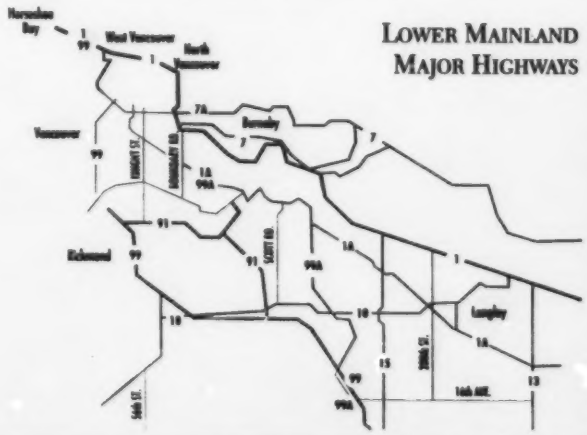


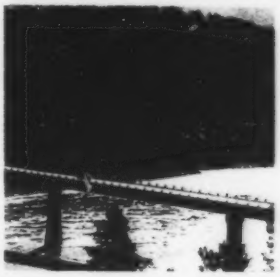
ISS 2 UES

Many existing roads and bridges are nearing the end of their design life and will need major repair or replacement.

BRITISH COLUMBIA'S MAJOR HIGHWAYS

LOWER MAINLAND MAJOR HIGHWAYS





ISSUES 3

Regulation of the use of roads needs to be improved in order to minimize damage and wear and tear to the road surface.

ISSUES 4

North American highway design standards are in some cases higher than those currently used in B.C.

ISSUES 5

Increased use of highways by pedestrians and cyclists has created a hazard that needs addressing.

ISSUES 6

Secondary access roads to communities, industries, ports and airports need upgrading in many cases.

ISSUES 7

There is a need to minimize environmental impacts associated with road construction.

ISSUES 8

There is increasing demand to improve public input to the planning process for new roads and major improvements.

ISSUES 9

In order to encourage economic growth and activity, goods need to be able to move efficiently both within and through communities.

TRANSPORTATION 90

BLUE PRINT FOR ACTION

Substantial upgrading of the major trunk routes throughout the province will be given priority.

Funding for highway repair has been increased by $12 million for 1990-91 and will continue in future years to ensure timely replacement of aging elements in the highway network.

Improved access to isolated communities, scenic and recreational areas, and industrial sites will occur.

There will be an ongoing role for the Regional Transportation Committees and for the public in the annual, medium term and long term planning activities of the Ministry.

New policy will be established to simplify the development and management of resource roads.

Environmental and economic analysis will be strengthened in the planning process for transportation projects.

The Municipal Cost Sharing Programs will be reviewed to determine improvements that will be of benefit to the provincial and municipal road systems.

Specific goods movement routes will be identified throughout the province and necessary improvements to these routes will be undertaken.

We will encourage transportation initiatives by other levels of government and by the private sector when these enhance or complement the provincial system.

FREEDOM TO MOVE

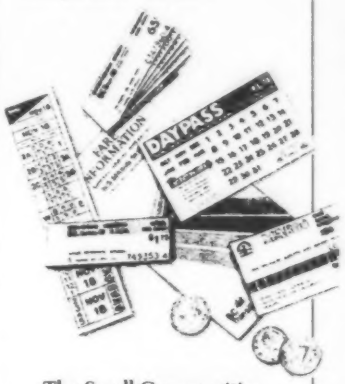
BY LAND

PUBLIC TRANSIT... AS THE '90s BEGIN

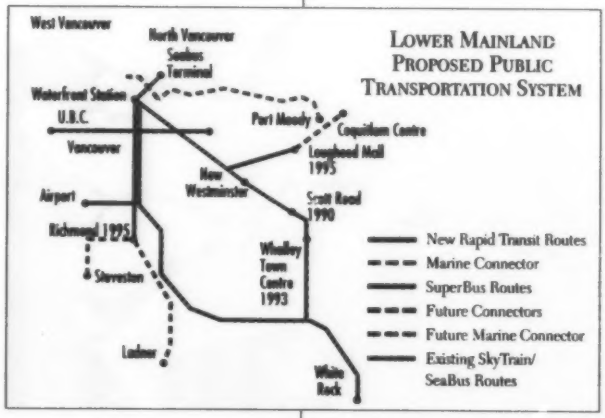
Public transit services are provided to 36 communities across the Province of British Columbia. These include conventional buses in urban areas, handyDART services for the disabled, paratransit services for small centres and rural areas, and SeaBus and SkyTrain services in Greater Vancouver. In total, it is estimated that over 72% of British Columbians have access to public transit.

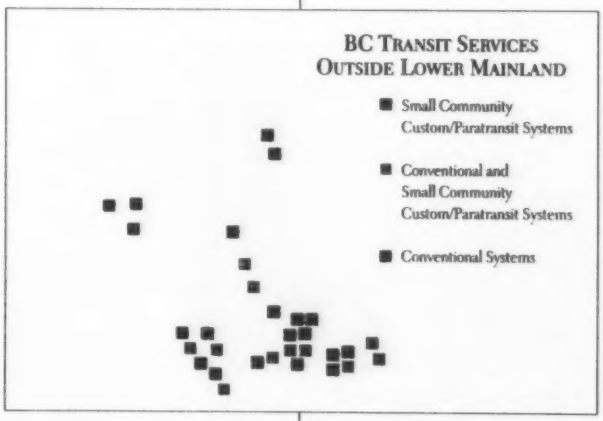
The Vancouver Regional Transit System is the largest transit system in Canada in terms of area served. With more than 112 million riders per year, it ranks third in volume served. The system features over 600 diesel buses, 244 trolley coaches, 114 SkyTrain cars and two SeaBus ferries. In addition to the conventional system, 140 vehicles provide custom transit services for the elderly and the disabled. The service area is the largest in Canada. Ridership is now over 100 million passengers annually, and the operating deficit is about $0.78 per passenger, among the lowest in North America.

Outside Greater Vancouver, the Victoria Regional Transit System carries 14 million riders annually, using 108 diesel buses and 15 handyDART vehicles.



The Small Communities Transit Systems program provides service to 34 communities, carrying 6 million passengers annually. Fixed route services are provided in 24 communities with 134 diesel buses. Custom and paratransit services are

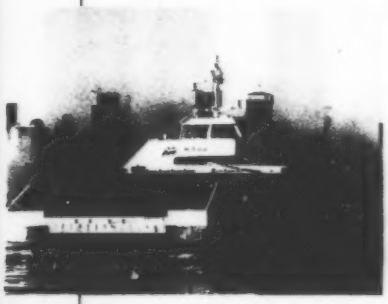



BC TRANSIT SERVICES OUTSIDE LOWER MAINLAND
Small Community Custom/Paratransit Systems
Conventional and Small Community Custom/Paratransit Systems
Conventional Systems

provided for seniors and the disabled in 22 communities.

ISSUES

The population of Greater Vancouver is growing at approximately 2% a year. Employment in the downtown area is projected to



grow 40% during the 1990s, yet 60% of new housing will be in the suburbs. People will be travelling in ever greater numbers to the city to work and to attend events. More goods will be moving into the city too.

ISSUES

The existing road system is already congested and is expected to get worse. Increased traffic congestion will have an impact on transit, as it both impedes transit operations and leads to increased demands.

ISSUES

There is a growing recognition that more highway construction in urban areas cannot solve the transportation problems. Many people believe emphasis must be placed on expanded transit services.

ISSUES

There are growing public concerns about the environment, particularly in Vancouver where vehicles are believed to account for up to 80% of air pollution. Transit will have a role in improving air quality as it is more efficient than the private automobile, and electrically powered trolley and SkyTrain fleets carry up to 50% of all transit passengers.

ISSUES

There is growing demand for improved services for the disabled and elderly. The aging of the population is expected to contribute to increases in transit demands.

ISSUES

Many vehicles in the current fleet of buses are over 20 years old and need replacement. Several communities in the province do not have transit services at the present time. Also, some require significantly expanded services to meet demands.

ISSUES

Transportation needs in southern Vancouver Island have grown to the point where rapid transit alternatives may be viable.

TRANSPORTATION 90

BLUE PRINT FOR ACTION

We will increase the number of buses, provide park-and-ride facilities and introduce new rapid transit lines to Whalley, Coquitlam and Richmond to encourage the use of public transit.

When considering new highway construction in the metropolitan areas of Vancouver and Victoria, multiple use strategies such as bus lanes, queue jumpers and car pool lanes will play a part in highway design decisions.

Funding will be provided for the replacement of transit equipment and facilities that are now beyond their useful life.

Certain transit infrastructure will be funded on the same basis as arterial highways – for example, SkyTrain guideways which perform a function similar to that of arterial highways.

We will encourage the use of electrically powered vehicles such as trolleys and rail cars, as well as cleaner fuel alternatives for motor buses in order to improve the environment.

We will continue to expand services for the elderly and disabled, who have no alternative transportation.

FREEDOM TO MOVE

BY LAND

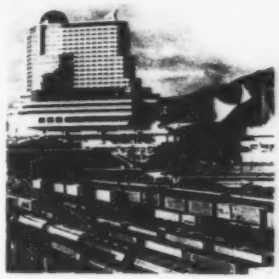
RAIL... AS THE '90S BEGIN

There are 5,415 km of main line railway track in British Columbia. Add in spur lines, and the total rises to 7,500 km. Five major railways operate in B.C.: CN, CP, BC Rail, Burlington Northern and the Southern Railway of BC (formerly BC Hydro Rail). The railways in B.C. are mainly involved in moving freight. In 1987, they moved 1/5 of the tonnage moved in all of Canada, and unloaded 1/3 of the Canadian total right here. The major commodities moved are coal, pulpwood chips, lumber and other forest products.

Passenger rail services are provided by BC Rail from North Vancouver to Prince George, and on the Royal Hudson from Vancouver to Squamish. VIA Rail services

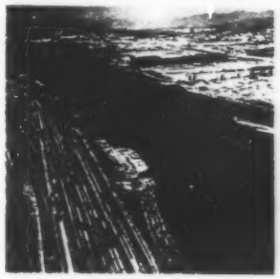
remain on the Vancouver-Calgary, Prince George-Edmonton, Prince Rupert-Prince George and Victoria-Courtenay routes. There is no guarantee that VIA will continue to maintain these services in the future.

The terrain and some old infrastructure are believed by many to be factors inhibiting improved rail service in the province. Completion of the Rogers Pass Tunnel has eliminated a major bottleneck, but others remain, such as the New Westminster Rail Bridge.



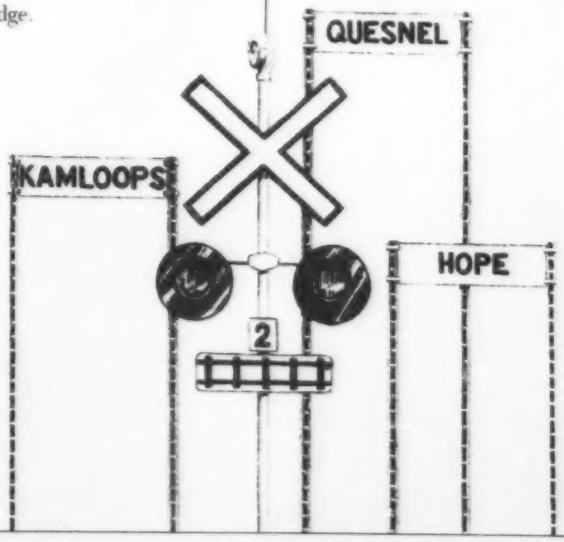
ISS 1 UES

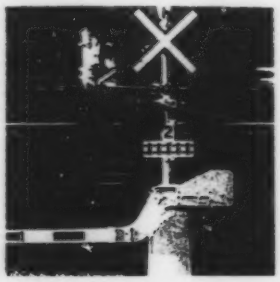
Rail transportation is recognized as having many environmental and safety advantages. A well-developed system is in place that is under-utilized and has the capacity to carry substantially more cargo at little or no extra capital cost.



ISS 2 UES

There is considerable public interest in maintaining and improving both freight and passenger rail services.





ISSUES 3

There are growing doubts that the switching of freight from rail to truck is in the best long term interests of the province. The use of trucks rather than rail for certain goods movements increases congestion and puts a heavy maintenance burden on both primary and secondary highways.

ISSUES 4

Grade level rail crossings continue to present a safety hazard at many locations.

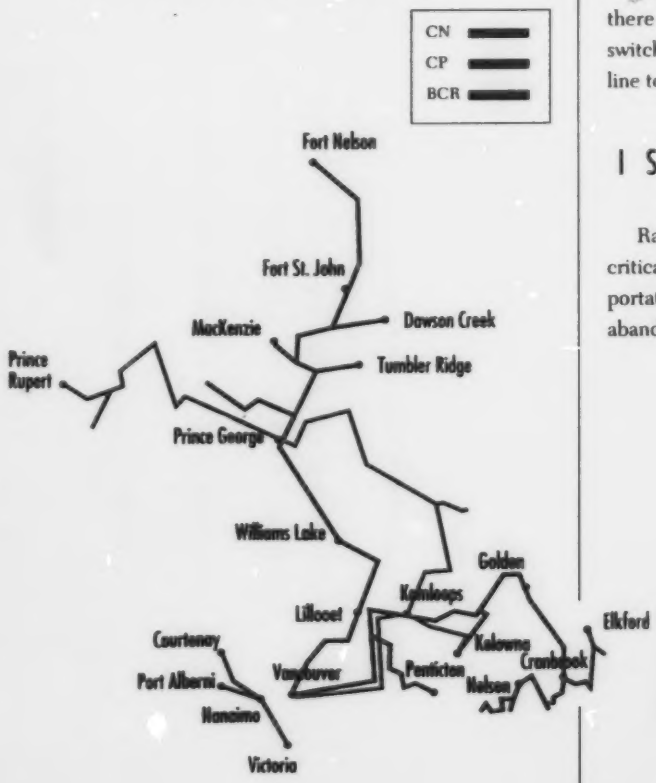
ISSUES 5

Rail service to ports may not be as efficient as it could be; there is some duplication of tracks and concern that there are inefficiencies in switching railcars from one line to another.

ISSUES 6

Rail lines that could be of critical use in a future transportation system are being abandoned.

BRITISH COLUMBIA'S RAILWAY SYSTEM



TRANSPORTATION 90

BLUE PRINT FOR ACTION

The Ministry is offering its support to the railway industry to encourage the retention and expansion of passenger service and the elimination of bottlenecks. They will investigate joint usage of track and promote efficient intermodal transfers.

We will establish a provincial grade separation program, and press for federal financial participation.

In conjunction with the other western provinces, we will continue to support activities that lead to greater railway efficiencies, including those that lead to better utilization of the rail network, productivity improvements and lower rail costs.

We will take steps to preserve abandoned rail corridors for future transportation needs.

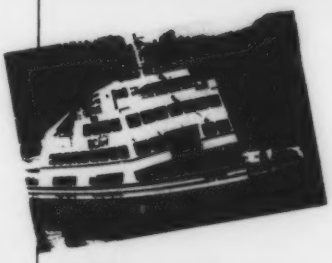
A review of the tax burden facing railways in B.C. will be undertaken.

The Ministry will encourage the use of railways for the movement of heavy goods over long distances.

FREEDOM TO MOVE

BY SEA

AS THE '90S BEGIN

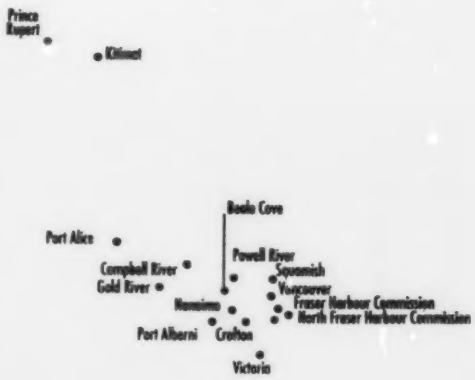


For British Columbia, the sea provides a significant contribution to transportation both through ports and our ferry system.

The 386 ports and harbour facilities along British Columbia's coast are under various jurisdictions. Through these ports pass the largest share of Canada's international port trade. In 1988, tonnage handled at the Port of Vancouver increased 11.5%. At Fraser Port, tonnage increased 14%. Despite the volume that passes through these ports, a substantial amount of Canadian cargo is handled through ports in the U.S.

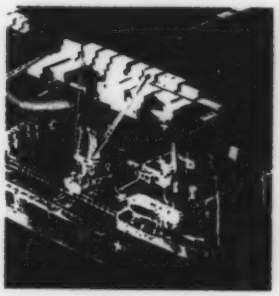
The BC Ferry system, which transports both people and goods, has 38 vessels on 24 salt water routes, with a total capacity of 5,000 vehicles and 24,100 passengers. The vessels are also used on contract and by charter. Half of the total vehicles and traffic travel between the Mainland and Vancouver Island. In 1988-89, the volume of this traffic increased by 6%.

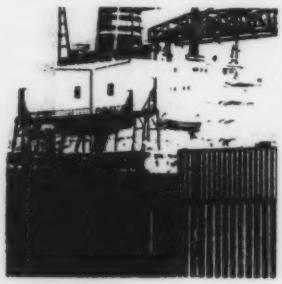
B.C. Major Ports And Harbours



ISS 2 UES

The makeup of the ferry fleet itself needs assessment to determine the best size and type of ferry to provide the most efficient service.

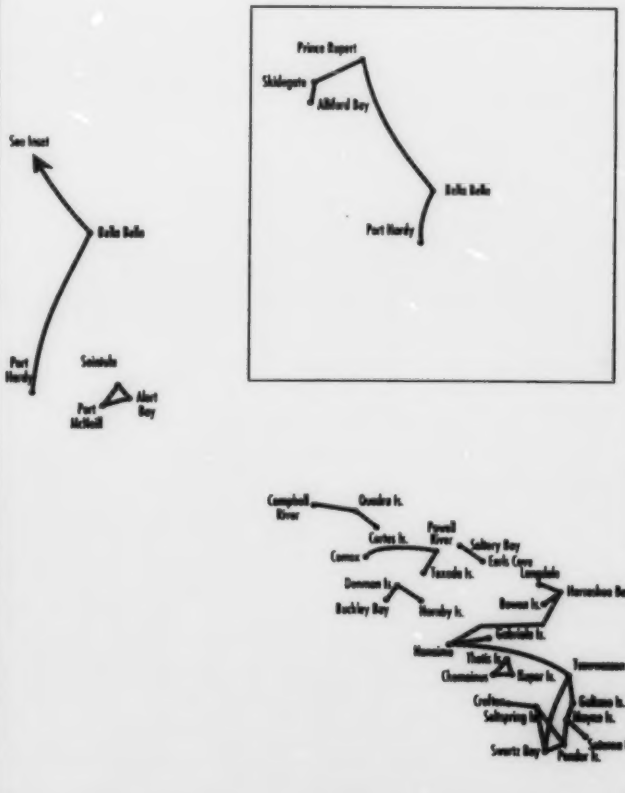




ISS 1 UES

Administration of ports now falls under a variety of jurisdictions which inhibits planning and efficiency.

B.C. Ferry Corporation Routes



Blue Print For Action

The Ministry will act to ensure that provincial interests are met in any port development.

A formal Ports Policy will be developed that will encourage local harbour management, autonomy and private sector involvement in the provision and operation of marine facilities and services.

Assistance will be provided to facilitate the development of B.C. harbours, including landside access and intermodal facilities, in order to accommodate users and encourage economic growth.

A long term plan for the Vancouver Island-Mainland transportation link is being prepared to ensure that adequate levels of ferry service are provided to move goods and people.

The BC Ferry fleet will undergo major expansion with the addition of two large and two smaller ferries. Related improvements to the major terminals will also be made.

Where traffic levels justify change, new ferry routes will be implemented starting with Nanaimo to Tsawwassen.

PROGRESS ALWAYS HAS A PRICE

WE ARE COMMITTED TO MINIMIZING IT

Through cooperative action with all levels of government and with the private sector, we are committed to minimizing the price of progress.

We have outlined the major transportation challenges facing us. We have prepared a Blueprint to begin meeting these challenges, and we have determined preliminary cost estimates.

The government of British Columbia is committed to investing $3.5 billion in the province's transportation systems over the first five years of the plan.

This commitment allows multiple-year budgeting and management of this investment, which brings several advantages:

- contributes to the stabilization of the government's finances and the province's economy;
- allows the efficient use of long term project management methods;
- facilitates the allocation of investment funds among different transportation modes, encouraging integrated multi-modal projects.

To realize those advantages, the Government has established the Freedom to Move special account to fund its transportation investment.

Throughout the process that lies ahead, from initial planning through to implementation, we will be inviting and welcoming your participation.

With your thoughts and ideas added to ours, we will ensure that through the '90s in British Columbia, people and goods will indeed have Freedom to Move.

TRANSPORTATION 90

A PLAN FOR BRITISH COLUMBIA

Ministry of Transportation and Highways
South Coast Region
7818-6th Street
Burnaby
British Columbia
V3N 4N8

Ministry of Transportation and Highways
Central/North East Region
213-1011 Fourth Avenue
Prince George
British Columbia
V2L 3H9

Ministry of Transportation and Highways
Thompson-Okanagan Region
523 Columbia Street
Kamloops, British Columbia
V2C 2T9

Ministry of Transportation and Highways
North West Region
400-4546 Park Avenue
Terrace, British Columbia
V8G 1V4

Ministry of Transportation and Highways
Kootenays Region
310 Ward Street
Nelson, British Columbia
V1L 5S4

Ministry of Transportation and Highways
Vancouver Island Region
3260 Norwell Drive
Nanaimo, British Columbia
V9T 1X5

FREEDOM TO MOVE